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Avion 1973-02-02

Embry-Riddle Aeronautical University

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ERAU SGA DELIVERS MORE TO NICARAGUA

Last week the Nicaragua government stated a need for laboratory chemicals and medicines.

Hearing the plea for help, Embry-Riddle responded with another flight to the earthquake stricken country.

Randy Winters, who organized the first flight, and other members of the SGA accumulated supplies, donated by: Halifax Hospital, Ormond Beach Memorial Hospital, Sherwood Medicine of Deland, Dade Chemical of Miami, and Ortho Pharmaceutical of New Jersey.

Once again Marian Scott of Savannah, Georgia donated the DC-3, which was piloted by Chriss Horstman and Walter Green (ERAU flight instructors).

The aircraft had to have a waiver to be flown on this flight because it was due to return to Savannah for

maintenance.

Having more supplies donated by Winn Dixie, St. James Cathedral and St. Paul Cathedral, the flight acquired everything it needed except fuel.

Winters got in contact with the American Oil Company, who agreed to donate 1800 gallons of fuel. The American Oil then purchased 600 gallons from Gulf in Daytona and 1200 gallons from Exxon (M. A. C. Aviation) in Opa Locka because of the lack of dealerships along the flight route.

The flight left Saturday morning at 5:00 am. After an eight hour flight, which took them over Cuba, they arrived in Nicaragua and spent the night there before returning to Daytona Sunday afternoon.

At the moment, there are no plans for future flights to Nicaragua.

EMBRY RIDDLE MODEL UN TEAM RECEIVES AWARD

The Embry-Riddle Model U.N. delegation returned Sunday from Auburn University with a highly coveted "Honorable Mention" award for overall performance.

William Maxwell, Ronald Nyhan, James Quinn, and David Wehmeyer represented ERAU as the contingent from the Soviet Union in the South-eastern Invitational Model United Nations.

This year marks the second in a row that ER's delegation has been cited for our outstanding achievements at the Auburn conference.

ERAU representatives were active on the economics & social, political, and special political committees, as well as taking an involved position on the Security Council, and as members of the General Assembly.

Guest speaker for the three day convention which began Thursday, Jan. 25, was John G. Stoessinger who is currently the Book Review Editor of *Foreign Affairs* and a member of

the United Nations Council on Foreign Relations.

During the conference delegates from all the countries participating were expected to submit resolutions in keeping with their respective nation's character and position in present-day world affairs. Faculty judges observed each nation's representatives and graded the students

on parliamentary procedure, diplomatic techniques, and the merit of the above stated resolutions.

Ann A. Apperson, social sciences professor, who accompanied the ER group said yesterday, "Our delegates deserve both sincere congratulations and profound esteem for their fine performance and the hon-

Surplus Helicopter Makes A Good Class

The students in SL-17 are in the process of rejuvenating an Army surplus helicopter. There are six enthusiastic students working on the "chopper" as their SL-17 project. By the way, SL-17 is advanced airframe instruction, for those academic students unfamiliar with ERAU's academic curriculum. What better way to learn first-hand airframe mechanics than on a machine as intricate as a helicopter?

These students, Ernest Piper, George Malavolti, Glenn Scheutzon, Charles Donaldson, K.L. Morris and Michael Leyua have been working on the aircraft since the beginning of the trimester. Two of them are working on the airframe, two on the engine section, and two in the cockpit. From one who saw the helicopter a few months ago, they're doing an excellent job on it. There's a good possibility that by the time you read this, they'll have already performed an engine run up, which shows how well

they have been progressing.

When they finally complete the chopper, it will be used strictly for ground run up in SL-17 and also SL-18, where students are taught in detail about helicopters. Because the condition of the rotor blades is unknown, the helicopter must stay on the ground, unfortunately.

For the instructional intentions of A&P students, though, it will serve its purpose ideally.

Due to his considerable knowledge in the field of rotorcraft, Frank Moran will take charge of the completed helicopter for ground testing. Mr. Moran flies for Doan Helicopter Service, giving helicopter rides down at the pier. He also serves the local police force occasionally when they're in need of a chopper pilot.

Mr. Moran is an A&P instructor, as well as A&P's operations officer.

The Notes You Need To Graduate

Graduating Seniors who intend to participate in the ceremonies on 21 April 1973 are reminded that: (a) they must come to be measured for caps and gowns in the office of the Housing Director prior to 14 March, (b) they must ascertain that they will have completed all requirements for graduation by accomplishing "c", (c) they must apply for a diploma at the office of the Registrar prior to 15 February.

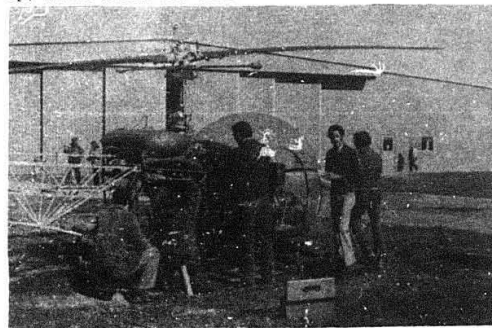
It is contemplated that the ceremonies will take place at the Peabody Auditorium 21 April 1973 at 9:00 am and the reception for parents and friends will follow in the same building at around 11:00 am.

Those individuals who desire to be absent from the ceremony must personally request to be graduated "In Absentia" in the office of the Dean of Students.



Packing of needed supplies by SGA

UNOFFICIAL WEATHER FORECAST: Warm today high near 80 degrees. 50% chance of showers. Tomorrow cloudy, temperatures in the low 70's. 60% chance of rain.



SPEAKING OUT

The AVION reserves the right to edit letters as we see fit in accordance with good journalistic practice. All letters must be signed, although names will be withheld upon request from the writer



THE OPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OR ALL MEMBERS OF THE STUDENT BODY, NOR DO LETTERS APPEARING IN THE AVION NECESSARILY REFLECT THE OPINION OF THIS NEWSPAPER OR ITS STAFF.

President's Corner



Rumors. There has been a lot of talk on campus lately concerning the changes in the current Air Science program. Although things are not yet finalized,

I can give you a pretty good idea of what is coming in the future. It is true that the Air Science program is to be reduced to 128 hours; however, if this is approved by the Board of Trustees, it will probably not go into effect until September 1, 1973. The overall plan concerning curriculums and programs for the future is as follows. The Air Science program will be as it is now with the exception that a person enrolled in the Air Science program will do all of his flight work here at E-RAU.

The second program which will be called Aeronautical Studies, will encompass students who transfer Flight credits to E-RAU and all other programs such as Management, Maintenance Management, etc. There is also a proposal to drop the Applied Math program. As far as A & P is concerned, it is proposed to award college credit hours for A & P training

All of the above changes are contingent upon the approval of the Executive Committee of the Board of Trustees. Keep in mind that this will, in all probability, not go into effect until September 1, 1973; this means that if you are not enrolled in school after September, you will not have the option to change from the program you are under now. For those that will be in school

after September, you may request a change of program which, upon approval, would relieve you of the requirement to take all the courses listed in the present catalog.

Masters Program. There is a Masters Program currently being developed with the assistance of Barry College. In all probability, this will not come about for quite a while since it has to go to many different organizations for approval.

Rings. As of today, we do not have a definite date when the new rings will arrive in our office. Please be assured that as soon as we receive the samples from the Herff - Jones Company, each and every student will be made aware of it. Because of the backlog of students wanting to purchase rings, we are planning to hold a ring day in which all interested persons may place their order.

The Parents Association has made a donation to the school for the purpose of providing an area for dormitory residents to wash their cars. Plans are now in the mill pertaining to size, location, and type of facilities. Anyone wishing to express their ideas on this matter please contact Senator Craig Deiches.

Finally, I hope to see you all at the barbecue and baseball game this weekend. Everything is free and all students, Faculty, and administration are welcome. The beer starts at 12:30 p.m. at the baseball diamond. Food will be served after the ball game at Dorm I.

C.B. Reimann
Richard B. Reimann
President SGA

**Coming
Soon!
SGA
VALENTINE DANCE**

Letters to the Avion

In your last issue (Jan. 26, 1973), under the "Letters to the Avion" column, a student wife complained about the back page of the previous edition (Jan. 19, 1973). She was disturbed about the use of an internationally prominent religious leader in a somewhat negative manner.

Well, on the back page of the Jan. 26, 1973 issue, you used the registered trademark symbol of South African Airways for your Pegasus ad.

Peter Wilson

Mr. Editor:

I read with regret that the Board of Trustees, administration, and student body feel that a bookstore, used bookstore, Post Office, SGA and student publications office, and the all important portable dance floor are of greatest importance. I would like to know when this so called "University" will get on with the important task of education?

The fiber of any University rests with its research facility, while our library must be one of our greatest sources of embarrassment and mortification. I am not addressing myself to the personnel who work there. I mean the facility itself and the student body.

Last term the library was split on this campus. God only knows how

many tanks of gas I burned up running back and forth. I also find it most distressing that the library is closed on weekends for lack of interested students. I believe this is because most students are concerned with the test only.

"Is it on the test?", must be the most frequently asked question on this campus. I am most uncomfortable with the general lack of intellectual inquisitiveness. What is it that makes so many of our students accept at face value everything the authors of our books as irrefutable truth?

Why is it often the same situation with instructors? I find, and very often, instructors come to class and outline the chapter. Hell, I can stay home and outline a chapter!

If Embry-Riddle is to become a leading institution in the field of education and aviation, it is imperative that our library be the most comprehensive aviation

library in the world. If Embry-Riddle and Embry-Riddle graduates are to have their opinions sought, it is essential that our graduates be exposed to many authors and many opinions.

This will be possible only if we have an excellent research facility behind our opinions. A University can live without a student center, but it cannot subsist without a library.

I hope that Embry-Riddle will stop issuing

degrees in test taking and passing. Rather I would prefer to see degrees which call forth recognition of intellectual achievement. A good university is reflected by a good library.

But the most unfortunate part of all this is the fact that we the students are the real losers. Libraries bring forth fruit in new ideas and dreams that were never dreamed.

Today's dream will be tomorrow's reality. Once an employer was asked, "What kind of employee do you want?" His reply was, "Send me a man who reads." I sincerely hope that those persons who are charting the future course of this University will reconsider their present positions and give greater attention to the very real needs of this university.

Juan S. Ruth

The AVION is a publication for Embry-Riddle students partially financed by the Students' Activity fee through the Student Government Association.

Articles may be submitted to the AVION for publication by the administration, the faculty, and the student body. The AVION deadline is Monday afternoon at 4 p.m. Please mark all items AVION, and deposit in the box outside the trailer, inside the trailer, or ERAU Box 1568.

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Guess The Prof.

By Wayne Asestine

As a new Avion addition, this article will critically analyze an instructor. The reader will attempt to supply the identity. As a hint, the instructor's department will be given.

EC: Good lecturer who flavors his subject with humor and practical experience. Usually starts class with some occurrence of the past weekend, like parachuting. Is very fair to students, gives average tests, and helps develop student interest in subject matter.

Social Functions Coming

In the past, in order to help cooking, serving and cleaning up at our barbecues, it has been necessary to pay students activity fees for such services. With a student population of approximately 1500 students, I don't feel this should be necessary.

Five to ten volunteers to help work hamburgers and hotdogs, serve soft drinks, and 30 minutes of clean up at the barbecue Saturday could save us \$100. Any help would be greatly appreciated. Anyone interested please contact Rick Di Pietro at the SGA office anytime today.

Students are also reminded that Friday (tonight) Feb. 2, ERAU is invited to the DBCC Homecoming Dance at 9:30 at the DBCC Student Center. Girls are free (admission) and guys are 50¢.

Meetings of the ERAU Pistol and Rifle Club will be held each Wednesday from 11:45 to 12:15 in Building A.

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GA: This instructor knows and loves his subject so well, he whips his students with it. He can be categorized as a hostile, right wing extremist, and his courses may be the hardest in Air Science. Very nice in his office, but changes into Himmler during class hours.

PS: This guy is very strict, but keeps his course moving at a rate geared to student understanding. Assigns above average amounts of homework. His accent makes many feel at home in "The City."

See answers below

Embry-Riddle AIAA presents comprehensive film and talk on "Flight Across the North Atlantic in a Beechcraft Bonanza" by Charles Finn of ERAU. Everyone is invited to attend on February 5, 1973 at 7:30 pm. Room 208, building A.

Sailplane Developed

By Alfred Arlen

The newly acquired sailplane, which was acquired last month, is being assembled in the A&P hanger located near the airport terminal building.

Mr. Barrs, Chairman of the maintenance and technology division, stated that it should be completed and ready to fly in six months. The students of the airframe classes are rebuilding the single place glider under the supervision of their class instructors.

Right now, the sailplane doesn't look like it would ever get off the ground, with its pieces and structures scattered about the hanger, and with the paint sanded off. Like the ancient city of Rome, it wasn't built in a day, if it is to be done right.

Mr. Barrs also mentioned the formation of a school glider club. It would be organized and operated by Commander Aviation, located at Ormond Beach airport.

Unlike most soaring clubs, there would be no dues involved and probably only a very reasonable hourly rate for the sailplane.

There are also plans to get a two place sailplane for those students unfamiliar with soaring to receive dual instruction.

A specially outfitted Cessna 172 or 150 will be used as the tow plane for the soaring club. More information about the developments of the soaring club will be given at a later date.

(c) Robert "Coach" Brown
(b) Odolet Cornwell
(a) Fredrick Hamilton

GUESS THE PROF. ANSWERS

ANSWERS

What's Watt

By Ray DiLorenzo

Last week we discussed the purchasing of speakers. This week, I'd like to link that with a power source. Namely, a power amplifier or receiver.

The difference? An amplifier is precisely what it describes, a power amplifier. A receiver incorporates an AM-FM-stereo tuner, along with the power amplifier. Until the last few years, having a separate amplifier and tuner was a must for true hi-fidelity sound. Now, due to its advanced design, the receiver is now accepted as an instrument worthy of any hi-fi buff. For reasons of brevity, we'll use the term receiver throughout the article.

How do you choose a receiver? Your primary consideration should be the amount of power you need. Tuner specifications are not significant, only because of the tremendous competition among component manufacturers.

To compute power requirements, merely double the wattage figure that the speaker manufacturer gives as a minimum, then add 20% of the total. You will now have a wattage number representing an adequate amount of power. For instance, your speakers require a minimum of 15 watts. Doubling that number will give you 30 watts (two channels), 20% more will give you 36 watts.

The 20% is added in anticipation of using extension speakers or in situations where extreme volume is desirable. Purchasing less power would limit the capabilities of your speakers; buying more would be useless and simply a waste of money.

There is one pitfall to deciding how many watts you need. That is, determining what kind of watts really count. For instance, do we consider in one determination watts IPP, or watts IHF; watts RMS, or watts RMS dynamic; RMS at 8 ohms or 4 ohms. Sound confusing? We'll discuss this "numbers game" next week.

Bake Sale

On February 5th, Monday, Beta Sigma Phi will be having a bake sale. The purpose of the sale is to raise money for the Drug Abuse Center.

All types of bakery goods will be on sale from 9 am until they are sold out. If you're near the snack bar at the academic complex, drop by for a bite.

THE TRAFFIC COURT WILL MEET AT 12:15 pm EACH TUESDAY, INSTEAD OF 6 pm AS PREVIOUSLY PUBLISHED IN THE AVION.

EMBRY-RIDDLE COOPERATIVE EDUCATION PARTICIPANTS

By Barbara Ahouse Lyons

This is the first of two articles written on the Co-op students who are involved in their first off-campus training assignment. This week, the article is on Ray Hoverman, Co-oping with the Aviation Division of the Jacksonville Port Authority.

Ray Hoverman is much like you and I. He spent his early years more concerned with sports, particularly football, than with how he would earn his livelihood. He grew up in Cincinnati, Ohio, attended Oak Hills High School and then the University of Cincinnati.

Somewhere along the journey thus far, the idea of becoming a teacher became implanted, and he directed his energies towards preparation for that career.

Uncle Sam beckoned and the next six years were spent in an aviation oriented atmosphere, while serving his country. By the time he separated from the Army as a Captain, his horizons had broadened and his interests were directed towards a career in Aviation Management, perhaps airport management. He and his wife spent considerable time and effort researching educational institutions where he could pursue this new career goal. Embry-Riddle was his choice.

During his first trimester at Embry-Riddle Aeronautical University, he became aware of another opportunity, the embryonic Cooperative

Education Program. He realized the benefits that such a work-training assignment could offer him, and so he applied for the program. He met the requirements, interviewed for the slot with the Aviation Division of the Jacksonville Port Authority, and was accepted.

Since the 18th of December, Ray has really been involved with his career goals. In talking with him a few days ago, he expressed so much enthusiasm for the program and the experience he's getting there, I could barely contain him in my office.

He has been working with the Maintenance Division during the past month, and is currently involved with preparing the entire Maintenance budget for the next fiscal year. Ray stressed that his studies were much clearer as he had the opportunity to apply theory to a work situation. He has worked on special projects, dug ditches with the work crews, attended Board Meetings with the Maintenance Supervisor, and loved every minute of it!

The last two months of his Co-op assignment will be spent in the Directors Office working with the Airport Director, the Assistant Director and all the other team members involved in the Management and Operation of Jacksonville International Airport.

Can you be the next participating Co-op student at Jacksonville?

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ERAU SPORTS



GREAT BASEBALL POTENTIAL

By James Hunter

Last week the ERAU varsity baseball team had a practice game against St. John's Junior College in Palatka. The Eagles showed great potential, even though the field conditions were extremely poor. The outfield was almost completely submerged, while the infield was as hard as cement.

The Eagles will play St. John's Junior College, last year's winner of the Junior College

State Conference Championship, at home, directly across from the administration building.

Game time is this Saturday at 12:30. The manager of the Eagles, Russ Bateson, said that ERAU has a very good chance to start the new season of with a victory.

Beer will start flowing at the start of the competition, and hamburgers and hot dogs will be served behind Dorm I at 3:00.

"War Birds" Have Met

By Drew Kassal

Last Saturday, a "War Birds" meeting was held in Deland.

The meeting started at 11:00 am and lasted until 3:00 pm. Various types of vintage aircraft, such as P-51's, T-6's and Bearcats turned the Florida sky into a day of reminiscing for many people.

Pilots of the aircraft performed such maneuvers as rolls, loops and an array of low passes.

To keep the planes from being damaged, only those who were associated with the pilots or those people who held a valid pilots license were allowed to walk around the ramp area. During the meet, tours were given of the ramp area with a guide who explained the various aircraft. At this time, those who were non-aviation oriented were allowed on the ramp.

Having asked Carl Brown, who was attending the meet, "Doesn't it make you feel at home?", he replied, "only if I were flying one again."

Reminders

Softball

Don't forget! Anyone interested in organizing a softball team should elect a team captain by the end of this week. The captains will have their first meeting Tuesday, Feb. 6 at 7:00 pm in room 108, building A.

Tennis

All interested in playing tennis, especially those with prior experience, contact Mr. Brown, Room A-226, any day during the week from 9-11; or show up for practice at Dorm I tennis court, M-W-F from 1:30 and T-Th from 12:30

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THE BIG RACE

By James Hunter

This Saturday at 3:00 pm is the start of the 15th Annual Daytona World Manufacturers' Series Race, or more commonly referred to as the 24 Hours of Daytona. This race is supposed to be one of the best races to date, mainly because of the large amount of competition entering the race, such as famed Bobby Allison and Mark Donahue, and also because of new, high performance race cars. The car that most people will have their eye on is Roger Penski's new high performance Porsche Carrera 911 R. S., driven by Mark Donahue and George Follmer.

If you plan to attend the race, here is a rundown of times and events.

Thursday:

10:00 am, official opening of the 15th Annual speed weeks ribbon cutting ceremony. Practice runs will also begin.

Friday:

10:00 am to 1:00 pm, practice runs.
2:00 to 5:00 pm, qualifying runs.
7:00 to 9:00 pm, night practice.

Saturday:

3:00 pm, start of the 15th Annual 24 Hours of Daytona.

Sunday:

3:00 pm, end of the 24 Hours of Daytona.



Up Coming Speed Weeks

By Bo Blutworth

The peaceful atmosphere of Daytona Beach will soon be shattered by the thousands of people who will show up for Daytona's famed 15th annual speed weeks.

The sound of screaming engines will fill the air beginning Thursday, Feb. 1, when the day and night practice sessions and qualifying runs open for the 24 Hours of Daytona and will continue until the checkered flag is dropped, ending the Daytona 500 on Feb. 18.

The following is the schedule of major events for speed weeks.

Saturday, Feb. 3, 3:00 pm; start of the 24 Hours of Daytona, 24 Hour World Championship race over the 3.81 international road/track course.

Sunday, Feb. 4, 3:00 pm; finish of the 24 Hours of Daytona.

Saturday, Feb. 10, 2:00 pm; pole position qualifications to deter-

mine the two front row positions for the Daytona 500. Qualifying trials for ARCA's Royal Triton 300.

Sunday, Feb. 11, 1:00 pm; Tenth Annual Royal Triton 300 Late model stock car race over 2.5 mile trioval.

February 12, 13, and 14; practice and qualifying for NASCAR races.

Thursday, Feb. 15, 1:00 pm; first of two 125 mile Grand National qualifying races to determine starting positions in the Daytona 500.

Friday, Feb. 16, 1:00 pm; Fifth Annual Florida Citrus 200 Road race for the International Motor Sports Association Baby Grands over the 3.81 mile international road and track course.

Saturday, Feb. 17, 12:30 pm; NASCAR's Fifteenth Annual Daytona 500, the FIA Winston Cup Grand National Stock Car Classic over the 2.5 mile trioval.

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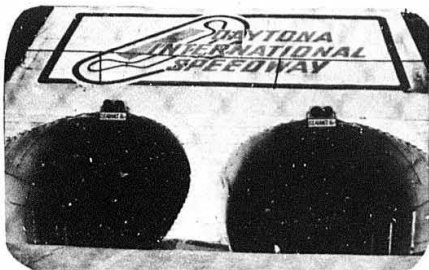
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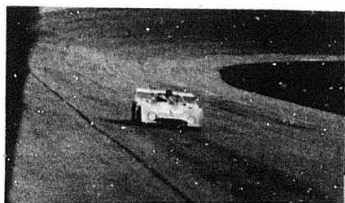


THROUGH THESE PORTALS . . .

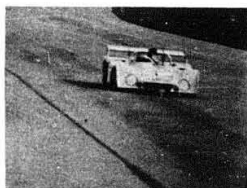
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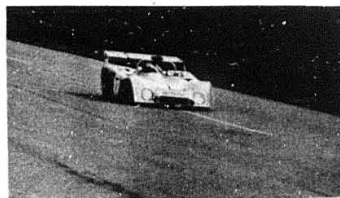
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IN SOLITUDE . . .



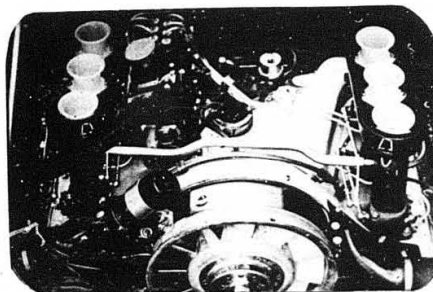
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AVION FEATURES



The cold weather brought around the absence of people to Beach Street last Monday night. This photograph was taken by the Post Office looking south.

Do You Know Dogs?

by Marvin R. Stokes

The other day I was reading an article about the most popular breeds of dogs in the United States and it struck me that everyone knows what a poodle, German Shepherd, or Beagle looks like.

Now, how many other breeds do you know out of the 116 recognized by the American Kennel Club? The registrations vary from 256,491 for poodles to 5 for the Sussex spaniel.

What I propose to do is discuss 3 or 4 different breeds each week. If you like the idea, please let me know. Tell me your favorite and I will give him space.

The Doberman Pinscher, the only breed of dog named after a man, ranks 13th in popularity with an AKC registration of 23,413. The "Dobe" originated in Apolda, Thuringen, Germany, around 1890. The male will average 26-28 inches at the shoulders and will weigh 65-90 pounds. There is an air of nobility about the Dobe and it gives the impression of a blue-blooded animal, an aristocrat. He looks upon the stranger boldly and judges him with unerring instinct. He is ready to give prompt alarm and to back his warning with defense of his master and his master's goods. Yet, he is affectionate, obedient, and loyal.

Among the endearing qualities of the Dobe has come to be its devotion to hearth and home, and its discriminating service as friend and guardian of the whole family. The old wives' tale about this magnificent dog turning on its master is not true. I have owned four and am in the process of getting another. I have never had a problem. The most popular color is black and tan, although there are a few reds.

Have you heard of a Belgian Malinois? Probably not, since there are only six of these fine dogs registered with the AKC. This

ranks them 115th in popularity in the States. However, in Belgium and France, these hard working sheepdogs are very popular.

The Malinois was not introduced into the States until 1948. To the unknowing eye the Malinois could be mistaken for a German Shepherd. The male stands 24-26 inches at the withers and weighs 50-75 pounds. Their color is rich fawn to mahogany with a black overlay. They sport a black mask and ears. The hair is short and straight with a dense undercoat. The Malinois is extremely adaptable to training and in Belgium, many of these dogs have won the award of working champion.

How about a Komondor for a pet? You would be the owner of one of only 73 registered in the United States. This ranks them 102nd in popularity.

The Komondor is a huge dog, standing 30 inches at the shoulder and weighing as much as 180 pounds. The dog is from Hungary and is used primarily as a herd dog (protector). They are always white in color, with a long, soft, woolly, dense hair of different lengths on different parts of the body.

The Komondorok (plural) have been bred in Hungary for over a thousand years. At first sight, he is likely to create fear. Strangers of evil intent have reason to be fearful, but he is a devoted companion to his master and readily mingles with friends of his master.

In times of old he had to be ready at any moment to fight all manner of beasts of prey, many of which were his superior in size and weight. When the odds were against him, he could depend to some extent on that heavy coat to cover his most vulnerable points, and could call, too, upon an intelligence far superior to that of his wild adversaries.

O'HARE AIRPORT IS TO DEVELOP

by Bill Leeds

This article is not about Chicago International O'Hare.

Instead, it concerns Emmett O'Hare, presently teaching the Airport Development class to students here at ERAU, and at the same time, developing his own airport as the airport manager at Deland, Florida.

The scopes of his development can clearly be viewed by comparing his \$40,000 1971 budget with his \$180,000 allocation in 1973.

Mr. O'Hare attended Duquesne University in Pittsburgh, Pa. and spent his first two years in Chemistry. His college plans were interrupted by a two year active duty assignment with the US Navy.

His duties in the Navy included working on the A-3, RA5C and as a flight engineer on C-118's. He rationed his time between Sanford NAS Florida and the Republic of Vietnam.

He was separated from active duty as an AM-1 (E-6) to Army oriented people) and returned to Pittsburgh where he entered his own business as an electrical contractor.

Eager to complete his college degree, he returned to Florida and enrolled in the Aviation Management curriculum here at Embury-Riddle. Mr. O'Hare graduated in December of 1970 and was fortunate enough to find employment as the airport manager at Deland, Florida.

Of the several construction projects he has initiated, one has yet to be completed, but is expected to be delivered via stork this June.

Mr. O'Hare's future plans point in the direction of obtaining his Accredited Airport Executive Degree, this being the Ph.D. in the Airport Management field. The requirements are rigid and encompass a minimum of three years experience in airport management or as an actual airport manager.

His teaching experience extends into Vocational and Adult Education here at the Community College, as well as devoting his talents to the American Red Cross and Civil Defense.

He has seen the University grow and expand to its present size and enrollment. Mr. O'Hare is now a working part of ERAU's aviation-oriented faculty; and we're glad to have him aboard!

Mysticism Experienced

by Phantom

At first I was skeptical. I stepped into the dimly lit room that was strewn with taro cards, several ouija boards, and an old hag sitting comfortably in the corner, reading the latest Rolling Stones and trying to gum down pistachio nuts.

My eyes darted nervously around the room, but again settled on the ugly old woman. Shock struck my mind as I noticed there was no chair under her, feeling pity at the same time, since I knew how quickly lumbago can lock up on you. She was the best medium in the area (she told me so).

Within minutes, the eerie room was filled with other guests of the mystic: a housewife, a cab driver, several waitresses, and a barefoot Hungarian field-goal specialist. We settled around the table with all hands anxiously joined. I was happy to contact my late uncle Bernie, who died, owing me twenty dollars. The medium began chanting the vocabulary familiar to only the supernatural world of the occult and some Daytona cops. The low monotone made me very tired for some unknown reason, and my heavy eyelids finally collapsed.

Suddenly, I awoke feeling different. I was possessed by the Marquis de Sade! Carnal lust took hold of my soul as I flung myself with whip in hand at the quivering group. For hours I broke all moral barriers to satisfy my violent sensual desires.

But finally, I could take no more. I gathered what little strength remained and yelled, "Go away Marquis de Sade, GO AWAY!"

At last the spirit was gone, and I was once again Sigmund Freud, a horny Air Science stu-

dent from Nutley, New Jersey.

"Come back Marquis de Sade, COME BACK!" But it was too late. The apparition had left as quickly as it had come, leaving...

Security Shafted

by Wayne Aseeltine

Riddle's security squad was beefed up this trimester with the re-enlistment of Mr. I. Ben. Shafted, after a long absence from the team.

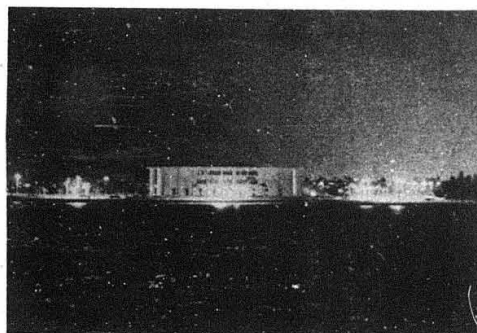
Fast, versatile, and totally deranged, Shafted is remembered for his tremendous feat last season of single handedly dragging seven longhairs from Dr. Sain's office, down the complex staircases, and into a waiting hearse. The demonstrators had been demanding Spears be recycled back into the Army for environmental improvement.

The rookie has won acclaim already at this season's opener at Dorm I.

Here, Shafted clinched a kilogram of Armour Star hash in early play. But followers theorize he suffered from an over-eagerness to look good. In a personal protest, Shafted has sworn not to take a bath until all ERAU students, in his own staccato dialogue, "stop tripping on marywanie!" He is equally adept in acting superior and loitering at night around school property and drooling.

Fans might remember his recent absence due to an injury he received when he attempted to pin his security badge on his bare chest before showering.

Currently, Mr. Shafted is a management student, but is studying nights to become a psychopath.



Looking south from the Broadway bridge you will notice the Court House Annex lit up at night. Why is the building lit up when no one is working and not the city streets?

Can You Carry A Tune In A Bucket

By Betty Bond

If you enjoy singing and can, at least, "carry a tune in a bucket," (even a rather large bucket,) you're the kind of talent we're looking for.

Performance dates are coming up in a few weeks. We think it's a crime to go off campus for talent when we've got so much talent and enthusiasm right here on campus! Don't you agree? Then, read on.

The original chorus is being organized strictly for fun, although we have good engagements lined up if sufficient interest is shown. We'll teach you what you need to know if you don't

read music. Basically, we'll be learning, by rote (or memory,) so non-readers are no handicap. (By the way, we're not connected with SPEBSQSA.)

If you are a musician, let us assure you we intend to do this thing right or not at all. You'll have sheet music to learn from, and you can help us teach the others!

Accompaniment? We have several pianists in mind. The one we hope to get studied Jazz Piano with Dave Brubeck. (Yes, that Dave Brubeck.) We're working on a few musicians too. If you're an instrumentalist, give us a call. We've got some dandy arrangements just waiting to be ren-

dered (meaning to "tear apart!").

What happens after our four or five April performances is anybody's guess. Who knows? This may be the beginnings of Embry - Riddle's first glee club.

But, right now, we're going to play it by ear and perform just for our own enjoyment - and hopefully, that of our audiences. Give us a call and let us know you're interested. No firm rehearsal dates have been set yet, but if sufficient interest is shown, we'll get started right away and try to pick a mutually agreeable time and place. Let's get together! Call extension 25 or 51. Harry Wilkes or Betty Bond.

CAN YOU AFFORD IT ?

By Dan Burke

Joe Jones was eight months old when he decided to become an airline pilot. That was back in '47. Today, 26 years later, Joe still wants to fly...and if his money holds out he just might make it.

I first met J.J. at the local air patch, where he could usually be found wrestling with the fuel pumps or washing airplanes or just hanging around trying to connive ways to make enough cash to finish his private license. I had a '48 Ford at the time, with dual exhausts and whip antennas...Joe had four thousand miles on his boots and a student ticket.

By the time we graduated from high school, he'd invested roughly \$3297.12 in what he constantly referred to as his "calling". He was a full fledged flight instructor by then, though. Even conned the guy from the bank who used to follow him everywhere into taking flying lessons. Made 3 bucks an hour...flying time.

After the first big

snow that winter, they closed the airport till spring. Joe figured this would be a great time to get his instrument and multi, so, with bankbook in hand and new re-treads on the boots, he headed off to Florida and the beginning of his Great Assault on the airline industry.

I lost touch with him for a few years after that until we crossed paths about seven months ago at the Miami Airport. I bought the beer while Joe fondled his wallet and brought me up to date on his past adventures flying students, cropdusting, banner-towing, hauling parachute jumpers, ferrying, hanging around airports, banks and MacDonalds'.

He said the airlines want flying time, man, lots of flying time. Said he had to have some heavy time, so he was in Miami flying a DC-3, hauling cows to the Dominican Republic. But I finally got him to admit that he was paying the Captain forty bucks a trip to get the time. Said he didn't mind it too much, though, except

the landlady wouldn't let him into his room after the first trip because of the stink. Had to sleep in a gas station rest room. "Anyway," he rationalized, "I'll be on with a major carrier pretty soon, and then the bread won't matter."

At that point I got curious about how he was getting along with the banks, and after I paid for dinner, we figured out that he was only about \$14,000 in the hole, but naturally it was mostly tax deductible, since all the flying money was spent pursuing his "Calling". After that, he gave me a letter to send off to TWA for him and wandered off to get some Lysol spray for his room.

I've thought about J.J. quite a bit since then. He didn't seem any less dedicated or optimistic about his inevitable success than he was back in '65, but I couldn't help but notice how he slid down his chair when it came time to pay the bill. Things must have been worse than I'd figured at the time.

THERE IS ENTERTAINMENT AROUND DAYTONA

By Marvin R. Stokes

MOVIES:

"Jeremiah Johnson", a Western saga about a rugged pioneer (Robert Redford) trying to tame the Rockies in the early 1800's. Daytona Theater (PG).

The Cinema Theater is bringing a movie that is being touted winners Gene Hackman, Ernie Borgnine, Red Buttons, and two-time winner Shelley Winters. Fantastic photography and special effects. An unbelievable and touching performance by Miss Winters (another Oscar?), who put on 60 pounds to play the part of an aging ex-champion swimmer. The plot revolves around the frailties, sadness, and humor of a group of passengers aboard the luxury liner "Poseidon" in which they suddenly discover is floating through the Atlantic upside down. The adventures and problems come in droves throughout. A must for fans of excitement. (G)

Diana Ross is Billie Holiday in "Lady Sings the Blues". There is no doubt that Miss Ross will receive an Academy nomination for her moving, sensitive, bright, and beautiful portrayal of the troubled Billie Holiday. Although Miss Ross does not by any stretch of the imagination sing or sound like Miss Holiday, the music is "Supreme" and the movie excellent. Playing at the Trans-Lux Gold. (R)

The 1972 "Tops at the Box Office" list has been released. How did your favorites make out? 1. Clint Eastwood, 2. George C. Scott, 3. Gene Hackman, 4. John Wayne, 5. Barbara Streisand, 6. Marlon Brando, 7. Paul Newman, 8. Steve McQueen, 9. Dustin Hoffman, and 10. Goldie Hawn.

THEATER: The Daytona Playhouse is presenting the Broadway smash musical "Oliver" by Lionel Bart. Our own Ann Apperson is the cast manager for the play and the director is Ray Jensen. The show has already opened and is playing every evening through Feb. 4. Great local talent.

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There are two dinner theaters in Orlando that not many people in Daytona are aware of. Once Upon a Stage, located at 3376 Edgewater Dr., is very worthwhile. The other dinner theater is Sebastian's Dinner Theater, located at 4315 N. Orange Blossom Trail. Reservations can be made by calling (305) 299-5140. Neil Simon's long running, highly acclaimed comedy, "Barefoot in the Park" is now playing. Dinner and show cost \$8.95 Tuesday-Friday and \$7.95 on Saturdays. Dinner starts at 7:00 pm. OPERA: For opera buffs, Puccini's "La Boheme" comes to the Orlando Municipal Auditorium Feb. 2, at 8:00 pm and Feb. 4 at 2:00 pm. Prices range from \$5.00-\$15.00 on the 2nd and \$2.00-\$8.00 on the 4th.

ERAU Enroll 86 Cadets

86 cadets are presently enrolled in Air Force ROTC, according to a news release by Cpt. Welch, Air Force ROTC instructor. By the end of Fall, 1973 registration, the total number of enrollees is expected to be 150. Many new cadets are transfer students from colleges all over the country.

Concert In The Area

The following are the list of concerts scheduled to be held within driving distance of ERAU. The Avion will keep you posted as to times, any changes in location and ticket prices.

Neil Young.....Feb. 3, St. Pete
Traffic & Free.....Feb. 15, Orlando
Al Green.....Feb. 24, Jacksonville
Hot Tuna.....March 1, St. Pete
Pink Floyd.....March 25, St. Pete
Black Sabbath.....April 6, Jacksonville
Procal Harum.....April 28, Orlando

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Because we are "secret socie-
ties," established primarily for the
benefit of our own membership,
we are often accused of being
cliques and isolationist. It is a fact
that we have sought out the most
outstanding students of scholar-
ship, leadership, and talent.
Through the years our members
have made impressive records
both on the campus and as pro-
ductive citizens in society. We can-
not help being proud of these
members.

Since this flood has ceased (col-
lege enrollment is expected to in-
crease by only one-half of one per-
cent this year) and fraternities are
no longer the "socially in thing to
do," they now have an opportunity
to be much more diversified and
attract those men who see their
value and want to be members.
The fact that today's under-
graduate member is an individual
who joined the fraternity because
of its real value instead of its
superficial social status we have
a better fraternity. This new frater-
nity man is making needed
changes within the fraternity. One
of the most important changes
which has been made has been
the abolition of the "pledge."

intertied. Instead of being iso-
lated into a separate class, how-
ever, he is brought fully into the
realm of active membership—
attending chapter meetings, vot-
ing, committee membership, and
generally helping to run the
organization.
Many things, especially the
superficial ones, have changed in
Lambda Chi Alpha. Through the
years we have been very success-
ful at adapting to change and we
don't plan to stop now. Our pur-
pose is and always has been to
guide young men toward improve-
ment as individuals through in-
volvement with others. Honest
friendships have resulted.
Time has proven that people
who seriously learn to be honest
friends within small groups such
as fraternities will also be better
friends to all their associates.
It may be that you have mis-
understood the value and purpose
of fraternities. If you want to
understand better why we've been
an integral part of higher educa-
tion in North America for almost
two hundred years, talk to a mem-
ber of Lambda Chi Alpha. He be-
lieves in what he's doing.

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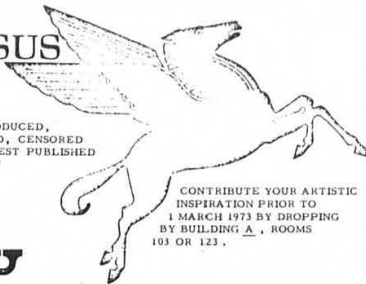
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